GROUP 11B

ENGINE MECHANICAL <4G1>

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GENERAL INFORMATION

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The 4G15-MIVEC-T/C engine employed in the Colt is designed to provide higher performance and higher output by using a turbocharger to the 4G15-MIVEC engine employed in the conventional Colt. The main changes in the conventional 4G15-MIVEC engine are as follows:

- Cylinder head gasket changed
- Oil jet added
- Strength improved in piston and piston pin

MAJOR SPECIFICATIONS

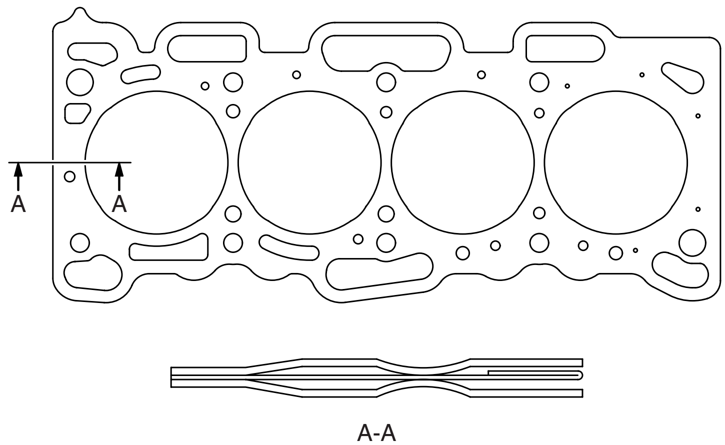
Item		**4G15-MIVEC-T/C**
Total displacement mL		1,468
Bore × Stroke mm		75 × 82.0
Compression ratio		9.0
Compression chamber		Pentroof-type
Valve timing	Intake opening	BTDC 34° – ATDC 6°
	Intake closing	ABDC 30° – ABDC 70°
	Exhaust opening	BBDC 50°
	Exhaust closing	ATDC 10°
Maximum output kW (PS)/rpm		113 (154)/6,000
Maximum torque N·m (kg·m)/rpm		210 (21.4)/3,500
Fuel system		Electronically controlled multipoint fuel injection
Ignition system		Electronic-controlled 4-coil

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BASE ENGINE

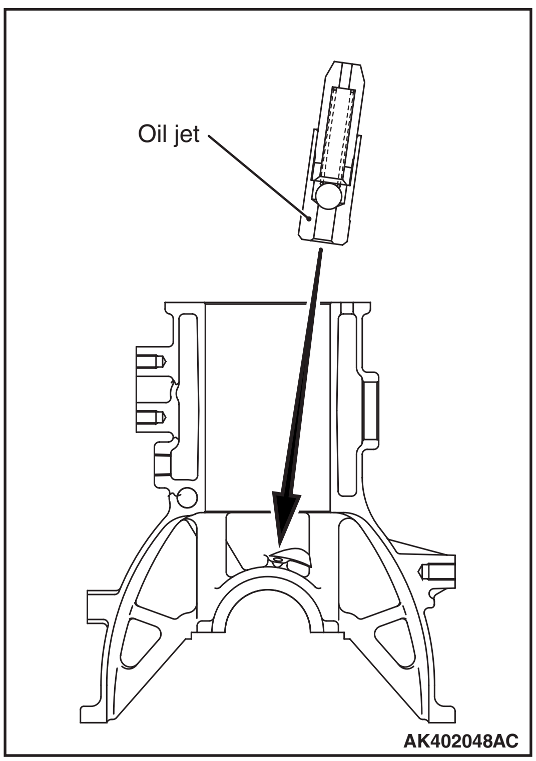
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CYLINDER HEAD GASKET



To correspond with the improved output performance by employing the turbocharger, a three layer metal gasket is used.

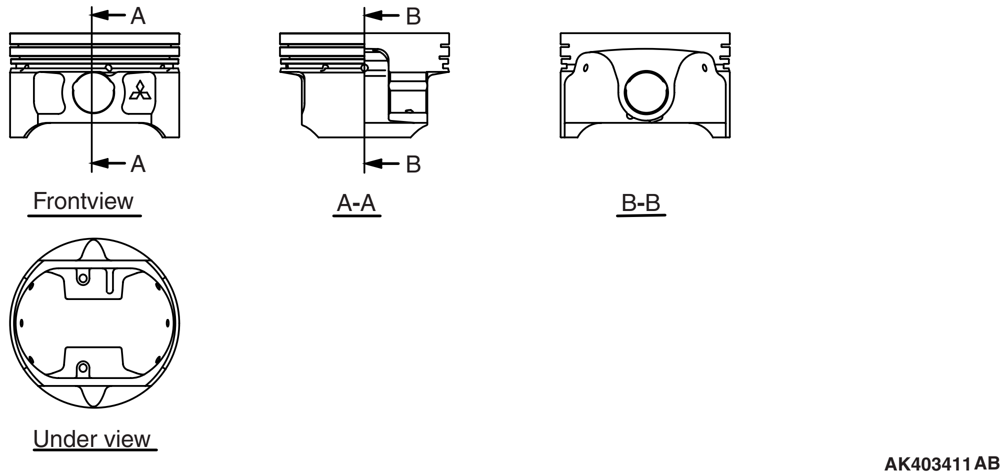
CYLINDER BLOCK



The cylinder block has the oil jet fitted on the main bearing among the cylinders in order to make the piston cool. The oil is injected from the oil groove of the main bearing when the oil pressure is 2kg/cm^2 or more.

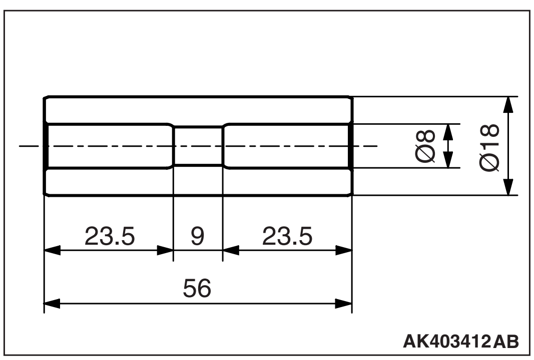
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PISTON



To correspond with the improved output performance by employing the turbocharger, the strength is improved in the piston body.

PISTON PIN



To correspond with the improved output performance by employing the turbocharger, the strength is improved in the piston pin.